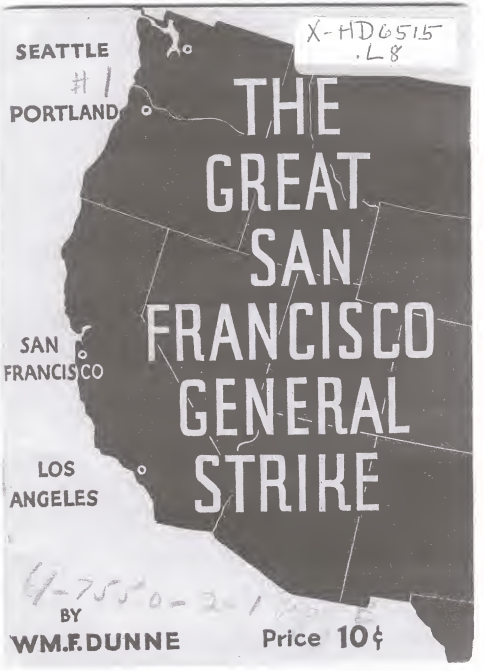
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on the
PACIFIC COAST

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A Factual Account of Events Leading to the
1936 Strike of Marine and Longshore
Unions

•

Statement of Gregory Harrison, Esq., on behalf of
Coast Committee for Shipowners, before the
United States Maritime Commission,
at San Francisco, California,
November 2, 1936

▲

Published by
WATERFRONT EMPLOYERS ASSOCIATION
Nov. 26, 1936

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The PACIFIC MARITIME LABOR CRISIS

ON OCTOBER 15TH, 1936, ALL PRESENT AWARDS AND AGREEMENTS WILL EXPIRE

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Ernest G. Ramsay



Frank J. Conner

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VERSUS

THE SEAMEN

#8

A SUMMARY OF THE MORE SPECIFIC INSTANCES OF THE ANTI-LABOR POLICIES FOLLOWED BY THE UNITED STATES MARITIME COMMISSION AND THE BUREAU OF MARINE INSPECTION AND NAVIGATION

PUBLISHED BY THE
C.I.O. MARITIME COMMITTEE
WASHINGTON, D. C.

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#9

Maritime Workers:

FIGHT IMPERIALIST WAR!

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THE POINT GORDA STRIKE

FOR EVIDENTIARY PURPOSES
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140 Broad Street, New York, U. S. A.

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FACTS FOR MARINE TRANSPORT WORKERS.

#12

Longshoremen, Seamen, Firemen, Watertenders, Cooks, Stewards and ALL Workers Employed in the Marine Transportation Industry

WHAT ARE WE DOING to improve the conditions we work under—to get a shorter workday, steadier employment for a larger number of workers and more money wages? Are WE getting the goods for OURSELVES? If not, don't you think it time to learn why?

Let us take stock of ourselves and see if we cannot find a better means of promoting OUR COMMON interests as WORKERS in one of the most important industries in existence—the transportation to and from all parts of the world of cargoes of goods and materials necessary to human existence. Our labor assists in the transportation of the finest products of all countries—the best of food, clothing, etc.; yet we who perform this great work are poorly paid, work hard when we get the chance (employment being uncertain and becoming more so), drag out miserable lives on poor food, dress in shabby clothes, and are sheltered in shacks or cheap lodging houses.

We have tried to better our conditions, but they seem to grow worse. In the past we—especially longshoremen, seamen and firemen—have fought hard in our SEPARATE unions against our COMBINED ORGANIZED employers, but in most cases unsuccessfully.

WHAT IS WRONG?

At present those workers in the Marine Transportation Industry who are "organized" are DIVIDED into SEPARATE trade unions, there being about SIX different unions, the strongest of which are the Seamen's, Longshoremen, and the Marine Firemen and Water Tenders; the other unions are small and never amounted to much.

Although all members of these unions work in the one industry, yet each carries on its business independently of the other, that is, each is a SEPARATE autonomous body. Each union is an exclusive organization, taking in only those who work at the trade which the union represents, and not all of these, due to rules and qualifications governing membership, such as standards of skill or competency to perform work satisfactorily to the employer, this standard being continually raised, which benefits the boss and reacts to the disadvantage of the worker. The unions can close their books at any time and for any reason and refuse to take in workers who desire to join.

RULED FROM THE TOP

These unions are governed from the top. They are dominated by international officers elected by delegates at conventions, which are controlled by "machines." Local unions are bossed by officials, elected by local members.

The officers, with their "machines," seem to be more interested in keeping the dues-paying members from getting what they want than in doing what they are paid by the members to do—that is carrying out the orders of the union.

These officials fix up compromises and put them over, and the

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THE TRUTH ABOUT THE WATERFRONT

#13

The I. L. A. States Its Case
To the Public

Published by
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LOCAL 38-79

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4 FIGHTING YEARS

A Short History of the
Marine Workers Industrial Union

A Letter to Ships' Delegates

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MARINE WORKERS INDUSTRIAL UNION
2 Stone Street, New York City

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THE MARITIME CRISIS

WHAT IT IS — *and* — WHAT IT ISN'T



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#16 The Cris

IN

Russianized West Virginia

"Constitutional Government Overthrown In West Virginia"

BY

JOHN W. BROWN

CITIZENS OR SUBJECTS

Shall Military Despotism Take the Place of Civil Government?

The Shame *of* West Virginia

A STATEMENT of fact showing how one of the great counties of the State has fallen into the hands of powerful outside financial interests, and how they are using their power to take over and corrupt the administration of law.

Published for the information of interested citizens.

PAMPHLETS
RE: A.C.L.U.
INT. SEC. - C
W.F.C. FILE TOO BASE

61-7539-2-3496

THE HISTORY OF THE MINERS' STRUGGLE IN HARLAN AND BELL COUNTIES

A Year of Violence

AMERICAN CIVIL LIBERTIES UNION
100 Fifth Avenue
New York City

April, 1932.

Philadelphia, Mar. 29, 1932.

DRAFT CONSTITUTION OF THE NATIONAL MINERS UNION OF AMERICA

I. The name of the Organization.

The name of this organization shall be NATIONAL MINERS UNION OF AMERICA. Its national headquarters shall be located in Pittsburgh, Pa.

II. The Principles of the NMU.

The National Miners Union of America tries to unite and to organize all the workers (the white, and colored, the native born and the foreign born, the adult and youth, the men and the women, the employed and the unemployed) in the mining and quarrying industry in the USA. It organizes and leads their struggles against the capitalist owners of these industries and their agents, for better working and living conditions.

The National Miners Union of America is founded on the principles of the revolutionary fight of the exploited masses of the working class against their capitalist exploiters, to abolish the capitalist system and replace it by Socialism.

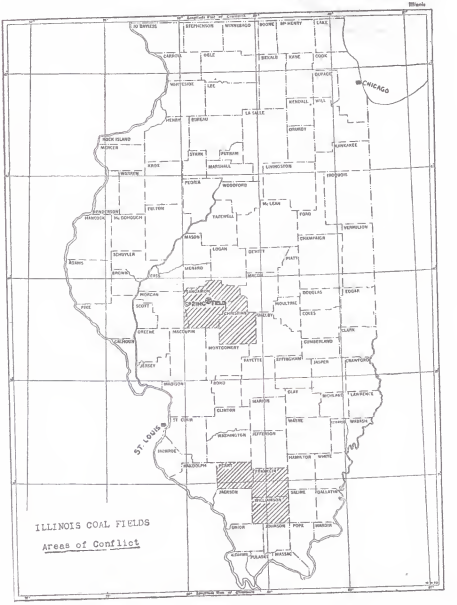
Therefore the National Union of America considers itself always as an integral part of the revolutionary forces of the working class. It is organized on the industrial basis: one industry, one union. It fights for the interests of all the workers in the mining and quarrying industry, particularly for the most exploited and most oppressed sections and does not limit itself to narrow craft or small occupational interests, so far as they are inconsistent with the interests of the entire working class. While striving constantly for the immediate improvements of the working and living conditions of the workers in these industries the National Miners Union of America does not limit itself to economic aims or struggles alone.

The National Miners Union of America always tries to develop the economic struggles of the workers (which under imperialism are bound to come into conflict with the capitalist government and its apparatus and thus become of a political character) into political mass struggles. The National Miners Union of America tries to raise the masses of the workers in the mining and quarrying industry to a full understanding of the invincible contradiction between the interests of the working class and the class of the bosses, as taught by Marx and Lenin. The NMUA supports every political struggle of the working class (fight discrimination of the workers by the capitalists and their governments fight against special oppression, and discrimination against the colored and foreign born workers, against lynching, against class justice, against injunctions, against jailing of workers for their working class activity, for the right of the workers to speak, assemble, organize, strike, picket, etc., for workers unemployment insurance,

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The Struggle for Civil Liberties in the Illinois Coal Fields

#20



American Civil Liberties Union
100 Fifth Avenue
New York

May 1933

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N.R.A., MARTIAL LAW, "INSURRECTION"

The Miners Strike in New Mexico

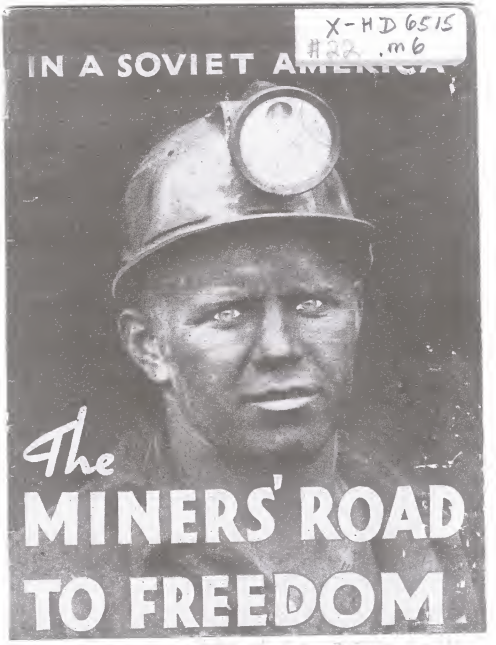
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IN A SOVIET AMERICA



The MINERS' ROAD TO FREEDOM

Photo by Ewing Galloway

By
ANNA ROCHESTER
and PAT TOOHEY

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#23

COAL MINERS and the WAR

Elizabeth Gurley Flynn

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#24

BUREAU OF RAILWAY ECONOMICS

Established by Railways of the United States
for the Scientific Study of Transportation Problems

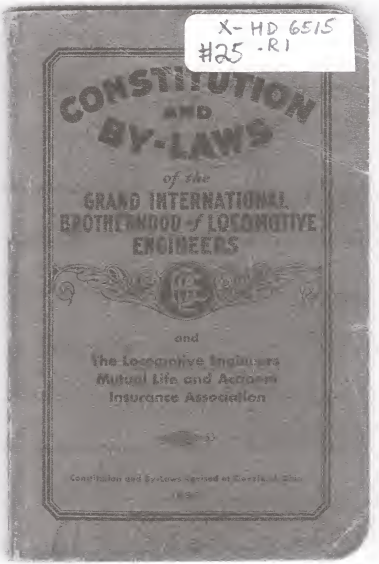
LOGAN G. McPHERSON
DIRECTOR

FRANK HAIGH DIXON
CHIEF STATISTICIAN

The Arguments For and Against Train-Crew Legislation

Bulletin No. 53
WASHINGTON, D. C.
1913

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61-7563-2 253
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#26

Negro Platform Workers

AMERICAN COUNCIL ON RACE RELATIONS

X-HD6515
#27 .R1



X-HD6515
.R1

Railroad Workers!

WHO ARE YOUR FRIENDS?

At the very time when the wages and working conditions of railroad workers are being shot to pieces, the political machines are doing everything in their power to catch railroad labor votes. Which one of these parties has done anything to deserve the confidence of railroad workers? Which one of them has a program which will pull railroad labor out of the hole? What interests support these various parties and control their policies?

The much-boasted Democratic Party receives its main support and is controlled by such labor-hating anti-union millionaires as John J. Raskob of General Motors, which has put over drastic wage cuts every year since 1929; by E. I. du Pont, manufacturer of rayons, chemicals and munitions, who made hundreds of millions in the last war; Owen D. Young, chairman of the board of directors of the General Electric, open shop corporation. It is supported by such millionaire bankers and speculators in railroad securities as Barney Baruch, director of the B. & O. These leading representatives of the powerful trusts of our country, contribute to the Democratic campaign because they know that they will get a fat return on their investment.

The Republican Party gets direct financial aid from such railroad wage cutters as the Van Sweringens, who control 25,000 miles of railroads, and John D. Rockefeller and his son, with their huge New York Central holdings.

The Socialist Party, in order to catch votes, has sold out the fighting traditions of Eugene Debs and is for this reason considered so helpful to big business. It gets favorable daily write-ups in the anti-labor Wall Street controlled "New York Times". And in the southern Democratic Negro-hating anti-working class press, Norman Thomas gets more publicity than Hoover. How far the Socialists have drifted from the example of Debs can best be seen from Debs' own words: "When I receive praise from the capitalists, it will be only because I have betrayed the workers."

There is only one Party which gets neither praise nor support from the bankers and anti-union open-shop millionaires. There is only one Party which is hated and feared by the trusts today just as Debs was hated and feared by them in the great strike struggles of railroad labor. That Party is the Communist Party.

William Z. Foster, Communist presidential candidate, is the only candidate who came out into the open against the 10 per cent cut last February and now demands its return. On the very day that the capitalist press carried the announcement of the new 20 per cent cut for railroad labor, Foster, in a speech at Hartford, Conn., warned railroad workers that "only immediate preparation for a strike against the cut would prevent a new slash in the railroad workers' standard of living." *And he called on the workers of all industries to support the railroad men in fighting the proposed cut.* In his acceptance speech, Foster said, "The Communist Party repudiates the contention of the capitalists, the A. F. of L. and Socialist Party leaders, that wages must come down in the crisis. It also condemns the theory of labor misleaders that workers cannot make effective resistance against wage cuts."

The Communist Program of Action Against the Wage Cut

Foster, in the name of the Communist Party, proposes an immediate and practical program to stop the railroad wage cut.

"In the first place," Foster said, "it is necessary that every lodge go on record against the cut and demand the old 1931 scale beginning February 1, 1933.

"Second, in every lodge there should be formed a rank and file committee to fight against the wage cut and for the enforcement of the old agreement.

"Third, that every lodge go on record against submitting the question of the wage cut to the arbitration board under the Watson-Parker law.

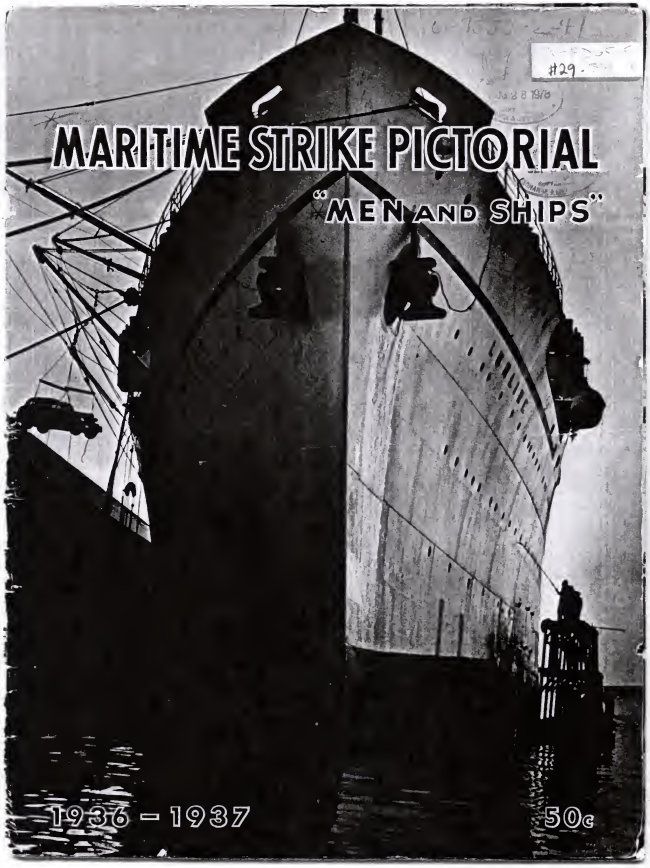
"Fourth, that every lodge decide that only the rank and file, through their representatives, can negotiate directly with the employers, ANY of the disputed questions—and that there be a referendum of all the workers before an agreement goes into effect.

"And last, that steps be taken to prepare and unite all railroad workers to strike in the event that the employers refuse to give back the 1932 cut."

Right after the Watson-Parker law was passed, the Communist Party warned railroad workers against the wage-cutting and strike-breaking character of this law. In his pamphlet, the Watson-Parker law, Foster said:

"The disastrous effect of this law will not be fully apparent immediately. With the railroad industry booming and labor in great demand, wage increases must be conceded, but these increases are only a fraction of what might be won by an aggressive policy. . . ."

But with the present period of prosperity ended, the Watson-Parker law shows itself as nothing more or less than a compulsory arbitration law through which the workers will be compelled to accept the wage cut. It is also an anti-strike law. Even the "New York Times" wrote, in 1927, "A strike on the railroad is now inconceivable." The Communist Party calls on railroad labor to refuse arbitration, because arbitration means another cut.


#29
MARITIME STRIKE PICTORIAL
"MEN AND SHIPS"
1936 – 1937
50c

SEAFILE 1952

Convention Report of July, 19[illegible] X-HD6515
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Maritime Federation

#30

FOREWORD

In drawing up this report, no major mention is being made of issues which have righted themselves, or which seem to be no longer of importance, or which require no further action. They are merely mentioned in passing as interesting issues and for guidance.

Issues which are still pending are gone into more fully and resolutions passed on these issues are reproduced for action by the Convention and for guidance in drawing up resolutions more up to date and which cover the subject more fully and for drawing up resolutions more in conformity and keeping with the ideas of the Convention.

Trusting that this report will meet with the approval of every delegate to the Convention, and with best fraternal greetings and wishes to every delegate to the Convention, and to the Convention, I am

Fraternally yours,

Z. R. BROWN, Secretary

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CONSTITUTION AND RULES OF ORDER OF THE MARITIME FEDERATION OF THE PACIFIC COAST



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#32

WHAT THE C. I. O. MEANS TO MARITIME INDUSTRY

The C. I. O. has organized more than THREE MILLION Workers in less than a Year
It's the Greatest Force in the Building of a Powerful United American Labor Movement Along Democratic Industrial Union Lines

ALL UNIONS MAINTAIN AUTONOMY, SACRIFICE NO PART OF SELF GOVERNMENT



CONSTITUTION

of the

National Maritime Union of America

Founded May 3, 1937

AFFILIATED WITH THE

C. I. O.

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.S4 N3
#34

Maritime Unity



by
Joseph
Curran

Price 5c

REVISED CONSTITUTION

of the

National Maritime Union of America



Founded May 3, 1937

Affiliated with the
Congress of Industrial Organizations

412

THE COMING

#36

SHIP SUBSIDY SCANDAL

Why An Investigation of the United States Maritime Commission is Necessary

by William L. Standard
Attorney for the National Maritime Union

X-HD6515
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REGULAR MEMBERSHIP MEETING
of
THE NATIONAL MARITIME UNION OF AMERICA
held at
Manhattan Center, 34th St.
& 8th Ave., New York City

#37

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The meeting was called to order by Ferdinand Smith at 8 p.m.
S. Pegalis, Recording Secretary Pro Tem.

Smith: We will open the meeting by playing the National Anthem.

Nominations for Chairman

Gavin	declines	P Lawrenson	declines	Turbin	declines
Hawkes	declines	Pegalis	declines	Wilson	declines
Curran	accepts *	Cadet	declines	McKenzie	declines
Perry	declines	Lutz	declines	Keith	declines
Staok	declines	Myers	declines		

M/S/C: To elect Brother Curran by acclamation (applause).

Nominations for Recording Secretary

C. Torres	declines	Perry	declines
Meers	Accepts *	Kitson	declines
Garabedian	declines	Hanley	absent
J.Lawrenson	declines	Haskell	declines
Pegalis	declines	Stone	declines
Irizzary	declines	Gavin	declines
Atwell	accepts *		

Vote: Meers #38 - 120 votes; Atwell #121 - 101 votes.

Elected: Brother Meers.

Curran: The agenda for today is as follows:

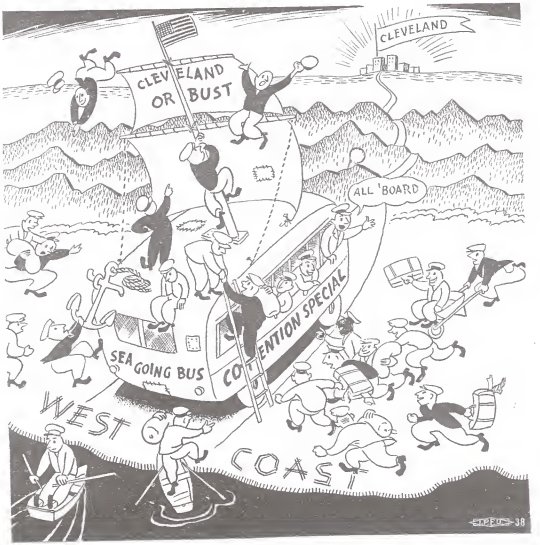
1. Call to order.
2. Election of Chairman
3. Election of Recording Secretary
4. Reports of officers: (a) Financial report
   (b) Election of Auditing Committee.
   (c) Report by McKenzie on Coastwise Negotiations
   (d) Report by Judges of Elections
   (e) Report by Joseph Curran
5. New Business
6. Adjournment.

Brother: Motion to accept the agenda (seconded).

MOTION CARRIED

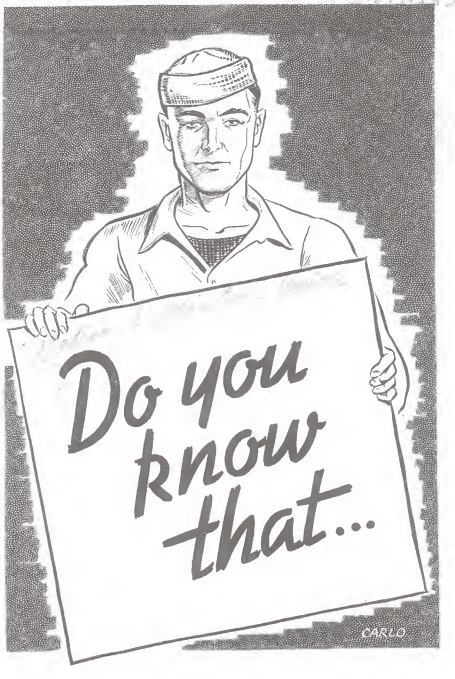
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SEAMEN'S UNITY CONVENTION



July 7, 1941... Cleveland, Ohio

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HOLD that
MEETING!

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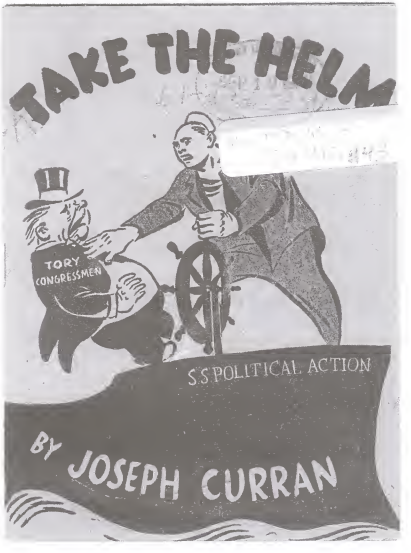
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THE CHECK OFF

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S4 N3




TAKE THE HELM
TORY CONGRESSMEN
S.S POLITICAL ACTION
BY JOSEPH CURRAN

64-7552

KNOW THE SCORE

ON SEAMEN'S CONDITIONS BEFORE THE NMU



BY JOSEPH CURRAN

EDUCATION DEPARTMENT NATIONAL MARITIME UNION

.X-HD 6515
.S4 N3

BRING THE GI'S HOME!!

#45

JOSEPH CURRAN, NMU PRESIDENT, TELLS STORY OF FORGOTTEN GI's—

400 Ships Idle, 55 Used for Profit—

Leaving Vets Stranded in Europe

Joseph Curran, National Maritime Union president, just back from Europe, charged that over 400 merchant vessels are already in graveyard anchorages throughout the United States.

Six soldiers, he said, committed suicide and 12 other vets reportedly went insane while stranded with their outfits on the bleak staging beaches of France.

Another 55 Victory-type ships which could transport over 150,000 men, he stated, are instead assigned to commercial trade.

CURRAN'S STORY

Here is Curran's shocking story as told in his own words:

The American people unfortunately do not yet know the cruel crime being perpetrated by our government against our most deserving sons—the servicemen stranded abroad and denied speedy transportation home.

I was in Paris recently as a member of the CIO delegation to the World Federation of Trade Unions. I spoke with hundreds of American soldiers there. The bitter anger and frustration they feel over being kept abroad has to be seen and heard directly in order to grasp the enormity of the crime our nation is committing.

I can tell you the situation is more horrible than anything already reported. Servicemen from Camp Lucky Strike, Camp Philip Morris and Camp Herbert Tareyton told me of six suicides in one week in Camp Lucky Strike alone, and of 12 soldiers in the three camps who went insane. These boys had cracked under the strain of endless waiting, delays and changed orders to ship them home.

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.S41 N3
#46

Bring GI's Home

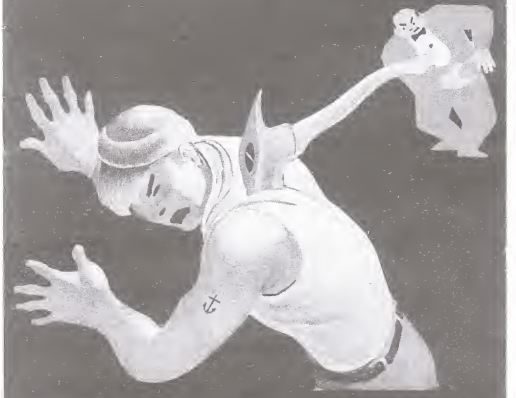
NO SHIP DIVERSIONS AND
LAY-UPS WHILE TROOPS
ARE STRANDED OVERSEAS!

61-T-55

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IN THE BACK



NMU ANALYSIS OF THE TAFT-HARTLEY LAW

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#48

DEMOCRACY FOR ALL



NMU Manual On Parliamentary Procedure for Ship and Shore Meetings

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WHO ARE THE HACKS IN THE NMU?

#49

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MARITIME WORKERS

AT THE

CROSSROADS

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